

The Hongkong Daily Press.

No. 4924 九月廿二日午後

年午庚辰

HONGKONG, WEDNESDAY, 14TH SEPTEMBER, 1870.

英九月廿二日午後

PRICE 2d PER MONTH.

Arrivals.

Sept. 27, SUWANNA, Amer. - 1,805, J. Haqil, Singapore 17th September, and Saigon 22nd, General - Aug. HEARD & Co.

Sept. 27, SYRIA, Brit. str. 1,688, Cates, Shanghai 23rd September, SHI and Treasure - P. & O. Co.

Sept. 27, MALACCA, Brit. str. 1,800, Bernard, Yokohama 20th September, Silk and Treasures - P. & O. Co.

Sept. 27, ROYAL, Brit. str. 784, Hutchinson, Shanghai 19th September, and Ningpo 28th, General - W. S. & Co.

Sept. 27, KIRKLAND, Brit. br. 453, Colledge, Newchung 20th September, Beaufort, BURKE & Co.

Sept. 27, QUEEN OF THE SEA, Brit. br. 932, Tomlinson, Dundee, N.Z. 9th August; 100 tons Old Iron - ORDER.

Departures.

None.

Clearances.

At the HARBOUR Master's Office, SEPTEMBER 27TH, for Whampoa.

Passengers.

Per Malacca, str. from Yokohama - Meissner, Taylor, Nicoll, Polkinghorne, and 20 Chinese. Per Ross, str. from Shanghai - 120 Chinese. Per Suwana, str. from Singapore, &c. - Sir Wm. Popham, Mr. John Mitchell, and 12 Chinese. Per Queen of the Sea, from New Zealand - 56 Chinese.

Reports.

The British steamer *Sunda* reports on the 12th at 2 a.m., barometer falling, reached 50°; terrene equator, heavy and much confused sea; 25th at 2 a.m.

The British bark *Kirkland* reports had a strong wind in Formosa Channel on the 23rd; on the 24th calm, on the 25th with 100 fathoms of sea, bowsprit broken, and the bark weather very thick, saw a bark drifting towards the Island of Chung-ho, having lost all her poles.

The British steamer *Sunda* reports left Shanghai 17th, fine weather, with high Bar. 937, wind N.E. east, fine sea, wind until 10 a.m., then N.E. to 10 a.m., wind steady, Bar. 937, 6 a.m. Bar. rapidly falling to 934, at 4.30, wind steady, at 11 a.m. Bar. 934, came to the conclusion that they were in the N.W. circuit, and that they had probably approached a typhoon. They had a gradual approach to the N.W. - W.S.W. Took in all sail, and a bark ship to with head to E.S.E. blowing furiously with a high confused sea, (but clear overhead), 9.35, wind moderating, Barometer 29.44, kept a westward course, the day getting lighter. Barometer not rising, Midday Bar. 934, equal. Wind gradually rising, hard to East, S.E. and E. with a tremendous gale, up to arrival. Of the Nine Pins, on the 26th, passed the dome at 6 p.m.; strong wind, gale outside, at 11 p.m. passed a large ship under three close reefed topsails, heading West on the Port tack, apparently a two ship; about 2 p.m. passed a brig in shore endeavouring to clear of the land.

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The American steamer *Guamada* reports left Singapore September 17th, and had fine weather to Saigon, which was reached on the 19th; left for Hongkong on the 23rd, at 5 p.m. On the 24th passed steamer *Shofield*, bound South; and from 10 a.m. to 1 p.m. had a strong wind, with heavy rain squalls and a strong N.E. swell. On the 26th sighted St. John's Island; at 10 a.m., heavy gale blowing from the Westward; at 2 p.m. a typhoon was blowing, barometer 28.30; at 1 p.m. put the ship before the wind, and took the starboard tack; but the two boats forward of the paddle box, and the starboard quarter boat and stow port paddle box; at 3 p.m. barometer 28.70; at 7 p.m. commenced to rise, and at 10 p.m. the wind was W.S.W.; at midnight increased to 29.30, wind S.W.; at noon the 27th entered Typhoon Channel; arrived at 4.30 p.m.

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Docks.

PORT OF AMOY.

SHIP OWNERS, AGENTS, and COM-
MERCIAL TRADES are informed that the Dock
Company's ESTABLISHMENTS at the above
Port afford every facility, at moderate charges,
for
REPAIRING AND SPARING VESSELS
CLEANING AND PAINTING IRON
SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,
Has 230 feet length on the blocks, and
is 100 feet wide, tide allowing. Vessels of 16
to 17 feet draft. It has
CAMBODIAN AND POWERFUL CENTRIPUGAL
STEAM-TUMPS.

And an Engineers' work-shop fitted with Lathes
and Tools, driven by steam, Iron and Brass
Foundries, Baking and Pottery Works, and
Cabinet and Boat-builders' sheds. All
supervised by resident European.

The two smaller GRANITE DOCKS can
receive, at spring tides, Vessels drawing 12 feet,
Spars, Timber, and other Dock-yard material
in stock.

Quarters for Officers, and a DRY GODOWN
STORES, Vessels under repair.
42317. Amoy, 1870.

FOOD ROW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the
following Dimensions, viz. Length, 300-
feet, Breadth at Bottom, 40 feet, is capable of
receiving Vessels drawing 13 to 16 feet, as the
state of the Tides will allow. The Dock runs
dry to the Blocks and pumped out by Steam
Theodore's premises comprise a large Machine-
Shop, containing 12-inch Screw Cutting
GAP LATHE.

DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c.

Large quantities of materials for
STOWAGE OF CARGO, &c., &c. A large
Stock of Woods, Metal, &c., &c., always on hand.
The Dock Steam Pumping is available at
all times to low vessels to or from Sea, at current
rates, on application to JOHN C. SKYE.

JOHN C. SKYE,
Superintendent
of the List of Charges for fitting out or remodelling
vessels can be obtained from
Messrs. DE SILVER & CO., Hongkong,
Macao, Lame, Crawford & CO., Shanghai,
or 576 May 3.

The Chronicle and Directory for 1870,
NOW READY.

THE Edition for 1870 is now ready for
Delivery.

As already announced, the Directory is published in Two Forms, Complete at \$5, or with the Lists of Residents and Port Directories, only at \$1.

Copies may be obtained at the Daily Press
Office, and of the following Agents—
Messrs. Drown & CO., Swatow.
Wilson, Nicholls & CO., Amoy.
Hawes & CO., Foochow.
Lane, Crawford & CO., Shanghai.
Kelly & CO., &c., &c.
Wachell, Grob & CO., Japan.
Mr. L. P. French, Merchants' Exchange,
San Francisco.

The delivery of the Daily Press Office has been suspended from 10th to 15th, and the last messengers left the office at 10.55.

The Daily Press

HONGKONG, SEPTEMBER 28TH, 1870.

It will be seen by the memorandum addressed by the Foreign Ministers at Pekin to the Taung Yamen with reference to the Tien-tsin Massacre that they are united in demanding punishment of the culprits. Such we surmised some time ago was probably the case, from the expressions which fell from the French Chargé d'Affaires, the French Admiral, Mr. Wade, and Admiral Kellert at the interment of the remains of the victims. With an amount of diplomatic skill which demands admiration, they confine the charge against the Chinese to its smallest possible limit, merely stating that it is clear from the occurrence that China has not afforded the protection to foreigners which she is called upon to extend to them, adding that it would be right that she should appear before the world as willing to do justice. It is clear, therefore, that, in demanding justice, France will receive the full concurrence of the other Treaty powers, and it ought, therefore, be evident to the Chinese that it will be nothing less than infatuation for them to continue their opposition to the demands made for the decapitation of the ringleaders. But for fear of the anti-foreign party, there is no question that the Authorities at Pekin would be glad to put an end to the difficulty by yielding to the terms demanded. This opposition, however, cannot be taken as any valid reason for foreigners should be willing to accept anything less than a full reparation, and there are but little reason to believe that France will not receive the full support of the other powers so long as her demands are confined to this undoubtedly just request; nor is it to be supposed that, if the Chinese Authorities continue to refuse to accede to fair demands, other foreign nations will feel themselves called upon to exert their moral influence to prevent France from exacting such reparation as she deems fit.

The approaching return of the cool weather suggests the consideration of a question which has been often discussed in China, but is nevertheless very imperfectly understood by the generality of people. We refer to the question what amount of exercise it is desirable Europeans who are anxious to preserve their health should take. Upon this point, opinions differ very materially. Some consider that only a very moderate amount of exercise should be taken by residents in the East at any time of the year; others are of opinion that strong exercise may be taken with advantage during the cool weather, but should be given up during the heat, while others again think that almost the same rules as apply at home may be adopted here during the whole year. It is perhaps hardly necessary to say that the latter are very decidedly in a minority. To people who have been out in China for any length of time, it is quite unnecessary to point out that it is gross mistake to take violent exercise during hot weather; but to new comers, it may not be unnecessary or undesirable to give the hint. Perhaps there is no spectacle which seems so absurd as a new arrival, strongly imbued with the activity suitable to a home climate, and determined to put it in force in the East, in order to show that he knows how to keep his health. Whether people do not? The attempt does not last very long. Common sense is quite

sufficient to point out to him the mistake he is making, but often during that one season he does himself much harm. Next to this class, stand those who though they give up strong exercise during the hot months, nevertheless "go in" for a large amount of violent exercise during the cooler season. These have more reason on their side, but we are disposed to think that they are also somewhat mistaken in their view. Many a man has suffered from diarrhoea or fever during the hot weather in consequence of the tax to which he has subjected his body. The tax itself has subjected his body to the storm itself. The fever, however, is not so severe as to be dangerous, and the symptoms during the cold, it was once thought, were not so severe as to be dangerous. The writer's own knowledge that out of four sporting friends who knew how to have trained, with great persistency, for the races, only one passed through the ensuing summer without a severe illness, and the others had attacks which were easily traceable to the exhaustion their system had undergone. The exhaustion, it is true, had been great.

THE TYPHOON IN HONGKONG.

The following particulars of the typhoon in the lake typhoon of September 20th.

THE DELAWARE.

Beyond the surviving wain of a portion of her head gear and a few scratches, the Delaware was not sustained much damage by her collision with the Dang Wei, but the latter vessel was in a state of very bad order, indeed had been partially dismasted and had struck the rock, and the evidence taken was extremely simple and substantiated the following:

Mr. Wielar, of Messrs. Bourau, Hubens & CO., deposed that about 2 p.m. on Monday the 20th he was going out, but saw two Chinese lying on the beach, and went to them, and found them attending to them. Half an hour later he returned and saw the deceased still lying there, but the other man, the two Europeans were still attending to him, and said they were medical men. They gave the deceased brandy to drink, and then the two Europeans, Mr. De Kauw and Mr. de Vries, who were the deceased removed to the Civil Hospital. He therefore sent for a police ambulance. About half past four deceased was evidently about to die, and witness therefore sent for Dr. Cloots, who came and found him dead. He was then taken to the Hospital.

Mr. Akin, a boatman in Messrs. Bourau & CO.'s employment, said at about 1 o'clock yesterday (Monday) he and several others were standing at the Praya Central, when a cargo boat dashed against the sea wall, and the nose of the boat was disengaged, and the two vessels were thus completely jostled.

It seems that the native crew of the Amundsen vessel, becoming terrified at the helpless position and the terrible crashing on board, became utterly demoralized and were seized with a desire to escape, and the boat was driven away.

The latest vessel in steaming ahead to endeavour to clear herself, unfortunately booked the Dang Wei's chain with her propeller, and found up a considerable amount of damage to her hull.

As the vessel was still in a position to do so, the two vessels were then completely jostled.

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To Let.

TO LET.
(From 1st April next.)
THE COURTYARD, now known as the
"Garden House," in Queen's Road, formerly
occupied by Capt. Gillon.
For particulars, apply to
DOUGLAS LAPRAIK & CO.
148, Hongkong, 10th March, 1870.

HOUSES TO LET.

A list of
HOUSES TO LET, in
various parts of Hongkong, a list
of which is to be had at
17, Wellington Street.

THOS. W. BARRINGTON,
1429, Hongkong, 1st March, 1867.

TO LET.

THESE desirable ROOMS, known as Nos. 6
and 10, CLEA CHAMBERS,
DOUGLAS LAPRAIK & CO.
1474, Hongkong, 1st July, 1869.

NOTICE.

COMPAGNIE DES SERVICES
MARITIMES DES MESSAGERIES
IMPERIALES.

THE Company's Steamer

"GODAVERY,"
Capt. Vuillain, will be dispatched for
YOKOHAMA (Direct),
shortly after the arrival of the next French
Mail.

C. BERTRAND,
Principal Agent,
16125, Hongkong, 24th September, 1870.

NOTICE.

COMPAGNIE DES SERVICES
MARITIMES DES MESSAGERIES
IMPERIALES.

THE Company's Steamer

"LA BOURDONNAIS,"
Capt. Fouche, will be dispatched for
SHANGHAI (Direct),
shortly after the arrival of the next French
Mail.

C. BERTRAND,
Principal Agent,
16121, Hongkong, 23rd September, 1870.

NOTICE.

FOR HAVRE.

"TAFFARETTE,"
Capt. Roche, will be dispatched in a few days
for the above port, and has room for a few Tons
of Freight, apply to
RUSSELL & CO.
Ed 1733, Hongkong, 27th September, 1870.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamer

"YESSO,"
Capt. Ashton, will have quick despatch for
the above port.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.
14730, Hongkong, 22nd September, 1870.

FOR NEW YORK.

THE American double decked Barge

"JOHN WORSTER,"
Capt. Knowles, having the greater part of
her Cargo engaged, will load at this and Whampoa
for the above port, and will have immediate
despatch.

For Freight, apply to
OLYMPIAN & CO.
14728, Hongkong, 26th September, 1870.

FOR LONDON.

THE British Barge

"CATHAYA,"
Capt. Paterson, will load here and at Whampoa
for the above port, and will have immediate
despatch.

For Freight, apply to
GIBB, LIVINGSTON & CO.
14723, Hongkong, 24th September, 1870.

FOR SHANGHAI.

THE British Barge

"LUSITANIA,"
Capt. Thompson, will have quick despatch for
the above port.

For Freight or Passage, apply to
BEMEDICS & CO.
14729, Hongkong, 15th September, 1870.

FOR MANILA.

THE Spanish Barge

"CHATHAM,"
Owned by the Merchant Shipping Company,
having a small cabin vacant, offers a most
desirable opportunity to a family wishing to
proceed to that port.

For Freight or Passage, apply to
CAPTAIN ON BOARD.

14720, Hongkong, 18th September, 1870.

FOR SHANGHAI.

THE fine Ocean Steamer

"ERROLIA,"
W. Lyle, Commander, expected here from
London via Suez Canal on or about the 13th
of October, will meet with quick despatch at
about 1000 hours.

For Freight or Passage, apply to
BOUEAU, HUBERNY & CO.
14722, Hongkong, 2nd September, 1870.

FOR SAN FRANCISCO.

THE American ship

"GUIDING STAR,"
Capt. E. M. Freeman, will have early despatch
for the above port.

For Freight or Passage, apply to
RUSSELL & CO.
14725, Hongkong, 14th September, 1870.

FOR SYDNEY, and should sufficient indemnities
offer, NEW ZEALAND.

THE British Barge

"MEMENTO,"
Capt. Thompson, will have early despatch at
about 1000 hours.

For Freight or Passage, apply to
BEMEDICS & CO.
14726, Hongkong, 15th September, 1870.

FOR NEW YORK.

THE American ship

"GAMCOOK,"
Capt. Shirburne, will load at Whampoa
for the above port, and will have immediate
despatch.

For Freight, apply to
OLYMPIAN & CO.
14728, Hongkong, 26th September, 1870.

FOR SWATOW.

THE First-class American Ship

"OSOBOLE,"
Walden, master, will have despatch from
Whampoa for the above port.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.
14720, Hongkong, 18th September, 1870.

TO LET.

THE HOUSE and OFFICES, No. 4, Gough
Street, lately occupied by Messrs. A. WIL-
KINSON & CO., GIBB, LIVINGSTON & CO.
14727, Hongkong, 15th October, 1869.

TO LET.

With immediate possession.

THE HOUSE and OFFICES, No. 1, Wyndham Street, lately in the occupation
of Messrs. BONNETT & CO. Apply to

DOUGLAS LAPRAIK & CO.
14729, Hongkong, 15th December, 1869.

TO LET.

With immediate possession.

THE HOUSE and OFFICES, No. 4, Gough
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KINSON & CO., GIBB, LIVINGSTON & CO.
14727, Hongkong, 15th October, 1869.

TO LET.

With immediate possession.

THE HOUSE and OFFICES, No. 1, Wyndham Street, lately in the occupation
of Mr. W. L. G. SAMPSON, of the L. M. Customs
Court, Apply to

DOUGLAS LAPRAIK & CO.
14729, Hongkong, 6th January, 1870.

TO LET.

With immediate possession.

THE HOUSE and OFFICES, No. 1, Wyndham Street, lately in the occupation
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14729, Hongkong, 6th January, 1870.

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